

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Meridian Energy Limited	228.25	Oppose in part	<p>Considers the expression 'infrastructure' potentially captures regionally significant infrastructure, including renewable electricity generation activities. Meridian understood the intention of the Plan to be that the rules for renewable electricity generation activities, structures and buildings would be wholly contained in the REG chapter.</p> <p>Considers the note in the preamble is not entirely helpful in clarifying this in relation to regionally significant infrastructure such as renewable electricity generation activities. The standards listed for general infrastructure activities in the coastal environment are entirely inappropriate for renewable electricity generation activities and structures and should not be construed as a 'permitted baseline' for renewable electricity generation activities there, and particularly not for existing wind farms.</p>	<p>Amend the Introduction to Chapter INF-CE Infrastructure Coastal Environment Rules, by inserting the following (or similar) clarification note:</p> <p><u>The rules applicable to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character, are contained in Chapter REG Renewable Electricity Generation. The rules in Chapter INF-CE Infrastructure Coastal Environment do not apply to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character in the coastal environment.</u></p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Meridian Energy Limited	228.26	Amend	<p>Considers the expression 'infrastructure' potentially captures regionally significant infrastructure, including renewable electricity generation activities. Meridian understood the intention of the Plan to be that the rules for renewable electricity generation activities, structures and buildings would be wholly contained in the REG chapter.</p> <p>Considers the note in the preamble is not entirely helpful in clarifying this in relation to regionally significant infrastructure such as renewable electricity generation activities. The standards listed for general infrastructure activities in the coastal environment are entirely inappropriate for renewable electricity generation activities and structures and should not be construed as a 'permitted baseline' for renewable electricity generation activities there, and particularly not for existing wind farms.</p>	<p>Amend the Introduction to the Infrastructure Coastal Environment Rules chapter, by inserting the following (or similar) clarification note:</p> <p><u>The rules applicable to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character, are contained in Chapter REG Renewable Electricity Generation. The rules in Chapter INF-CE Infrastructure Coastal Environment do not apply to renewable electricity generation activities in the coastal environment, including in areas of high and very high coastal natural character in the coastal environment.</u></p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Transpower New Zealand Limited	315.91	Amend	<p>The submitter has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines. Both the Oteranga Bay (designation TPR4) and Te Hikowhenua Shore Electrode Station (designation TPR5) are within areas of "High Coastal Natural Character" noting there are no existing assets within the identified "High Coastal Natural Character" outside the designations.</p> <p>Transpower has no existing assets in area of "Very High Coastal Natural Character".</p> <p>Supports the introductory text but seeks clarification that the National Grid is subject to specific policies and rules within the sub-chapter and the general sub-chapter provisions do not apply.</p> <p>[see original submission for images supplied]</p>	<p>Amend the introduction to the Infrastructure Coastal Environment (INF-CE) chapter as follows:</p> <p>This sub-chapter applies to infrastructure within the Coastal Environment. It applies in addition to the principal Infrastructure Chapter.</p> <p><u>Included within the sub-chapter are provisions specific to the National Grid (NG) and Gas Transmission Pipelines Corridor (GTPC). For the avoidance of doubt, other sub-chapter policies and rules within this sub-chapter do not apply to the National Grid.</u></p> <p>Note: The objectives of the Infrastructure Chapter apply.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Royal Forest and Bird Protection Society	345.43	Support in part	<p>Considers the provisions should be no less protective than those in the Coastal Environment chapter. The provisions in this chapter should mirror the Coastal Environment provisions, with the amendments made as sought by F&amp;B in respect of that chapter. We also repeat the submissions made in respect of the Coastal Environment chapter. Provisions that only protect areas of high natural character, and do not also protect other areas of natural character in the coastal environment, do not give effects to policy 13 Zipser therefore seek that any provisions in this chapter that apply to high natural character apply to all areas of natural character in the coastal environment.</p>	<p>Amend the INF-CE chapter to be as protective as the Coastal Environment chapter and align with direction set out in Policy 13 of the NZ Coastal Policy Statement.</p>

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Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Royal Forest and Bird Protection Society	345.44	Support in part	Considers that the rules of the INF-CE chapter be amended to give effect to submission points on INF-CE policies above, and also to mirror the rules (as amendment by F&B submissions) in the CE chapters. Rules should be as protective as those sought by F&B in the CE chapter.	Amend the rules of the INF-CE chapter to align with feedback provided on previous submission points on this chapter.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Taranaki Whānui ki te Upoko o te Ika	389.56	Amend	[No specific reason given beyond decision requested - refer to original submission].	Amend 'Other relevant District Plan provisions' to include Sites and Areas of Significance to Māori chapter.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / General INF-CE	Wellington International Airport Ltd	406.110	Amend	Considers that many infrastructure providers have a functional or operational requirement to locate in a certain area, even if that area is subject to natural hazard risk. Such infrastructure providers natural hazard tolerance is therefore inherently different to those without the same operational and functional need to locate in such areas.  [See original submission for full reason]	Seeks that infrastructure located within the high hazard area of the Coastal Hazard Overlay, between Lyall Bay and Moa Point, is exempt from the provisions relating to the high hazard area of the Coastal Hazard Overlay.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Chorus New Zealand Limited (Chorus), Spark New Zealand Trading Limited (Spark) and Vodafone New Zealand Limited (Vodafone)	99.49	Oppose	Considers that the INF-CE chapter is unclear and should have a new rule clarifying if customer connections are regulated by this chapter. If they are it is assumed that the rules that apply to new infrastructure would then apply which may inappropriately constrain provision of customer connections to existing activities within the Coastal Environment.	Add a new rule to the Infrastructure Coastal Environment chapter providing for customer connections in the Coastal Environment as a permitted activity, provided any underground connection complies with INF-S3, and any overhead connection is only permitted where it is from existing overhead network reticulation.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Transpower New Zealand Limited	315.92	Amend	Considers that Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines.  Considers the existing assets are regulated by the designations and the NESETA, noting that s43D RMA prescribes the relationship between designations and the NESETA. Policy P26 relates to existing National Grid assets within the Coastal Environment, and recognises the existing assets. The policy approach within P26 is supported and gives effect to Policies 2 and 5 of the NPS-ET. A minor amendment is sought to include "minor upgrade", in recognition of the existing assets. A minor upgrade may be something like increasing the height of a pole support structure, or moving the same dimensioned pole within 5m of its existing location, or adding on an additional insulator.	Option 2: Add new National Grid specific policy as follows:  <b><u>INF-NG-P2 Operation, and maintenance and minor upgrade of the National Grid</u></b>  <u>Provide for the operation, maintenance and minor upgrade of the National Grid while managing the adverse effects of these activities.</u>

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Energy Infrastructure and Transport / Infrastructure Coastal Environment / New INF-CE	Transpower New Zealand Limited	315.93	Amend	<p>Opposes INF-CE-P32 and proposes an amended policy framework specific to the National Grid.</p> <p>Considers that the policy does not give effect to the NPS-ET (noting the NPS-ET also applies to the coastal environment) in that:</p> <ul style="list-style-type: none"> <li>- The directive wording “only allow’ within the policy does not reflect the enabling wording used in the NPS-ET.</li> <li>- The NPS-ET does not require that natural character be maintained or restored. Rather Policy 8 of the NPS-ET requires a ‘seek to avoid’ approach with policies 3 and 4 prescribing the matters to consider and have regard to.</li> <li>- The NPS-ET does not require significant adverse effects be avoided, rather policy 8 prescribes a seek to avoid approach.</li> </ul> <p>It is also noted that although the National Grid is recognised of national significance within the NPS-ET (being a higher order policy document) it is afforded the exact same policy framework as other infrastructure (as provided in INF-CE P25). This further reinforces Transpower’s concerns the PDP does not give effect to the NPS-ET.</p>	<p>Add a new National Grid specific in the Infrastructure Coastal Environment chapter policy as follows:</p> <p><u>INF-NG-P6 Development of the National Grid Provide for the development of the National Grid</u></p> <ol style="list-style-type: none"> <li><u>1. In urban zoned areas, development should minimise adverse effects on urban amenity and should avoid material adverse effects on the Commercial and Mixed-Use zones, and areas of high recreational or amenity value and existing sensitive activities.</u></li> <li><u>2. Seek to avoid the adverse effects of the National Grid within areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED8 - Significant Natural Areas, and SCHED11 – Special Amenity Landscapes, outside the coastal environment.</u></li> <li><u>3. where the National Grid has a functional need or operational need to locate within the coastal environment, manage adverse effects by:</u> <ol style="list-style-type: none"> <li><u>a. Seeking to avoid adverse effects on areas identified in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes, and the Coastal Margin.</u></li> <li><u>b. where it is not practicable to avoid adverse effects on the values of the areas in SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin because of the functional needs or operational needs of the National Grid, remedy or mitigate adverse effects on those values.</u></li> <li><u>c. Seeking to avoid significant adverse effects on:</u> <ol style="list-style-type: none"> <li><u>i. other areas of natural character</u></li> <li><u>ii. natural attributes and character of other natural features and natural landscapes</u></li> <li><u>iii. indigenous biodiversity values that meet the criteria in Policy 11(b) of the NZCPS 2010</u></li> </ol> </li> <li><u>d. Avoiding, remedying or mitigating other adverse effects to the extent practicable; and</u></li> <li><u>e. Recognising there may be some areas within SCHED10 – Outstanding Natural Features and Landscapes, SCHED12 - High Coastal Natural Character Areas, SCHED8 - Significant Natural Areas, SCHED11 – Special Amenity Landscapes; and the Coastal Margin, where avoidance of adverse effects is required to protect the identified values and characteristics.</u></li> </ol> </li> <li><u>4. Remedy or mitigate any adverse effects from the operation, maintenance, upgrade, major upgrade or development of the National Grid which cannot be avoided, to the extent practicable; and</u></li> <li><u>5. When considering the adverse effects in respect of 1-3 above:</u> <ol style="list-style-type: none"> <li><u>a. Have regard to the extent to which adverse effects have been avoided, remedied or mitigated by the route, site and method selection; and</u></li> <li><u>b. Consider the constraints arising from the operational needs or functional needs of the National Grid, when considering measures to avoid, remedy or mitigate any adverse effects</u></li> </ol> </li> </ol>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Royal Forest and Bird Protection Society	345.45	Oppose	<p>Considers the policy does not give effect to Policy 13 of NZCPS. Considers it is not appropriate to apply an ‘allow’ direction to activities in the coastal environment, particularly not for upgrading, which can cause significant adverse effects</p>	<p>Amend INF-CE-P14 (Operation, maintenance, and repair of existing infrastructure within the coastal environment) to not “allow” for infrastructure activities in the coastal environment.</p>

# Energy Infrastructure and Transport / Infrastructure Coastal Environment

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Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Waka Kotahi	370.94	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Director-General of Conservation	385.17	Support	Supports proposed Policy INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins.)	Retain policy INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	CentrePort Limited	402.58	Support	Support the intent of this policy.	Retain INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	Wellington International Airport Ltd	406.111	Oppose	Opposes this policy insofar as it encourages the duplication of controls within the coastal environment that can otherwise be managed by the general infrastructure provisions.  [See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]	Delete INF-CE-P14 (Operation, maintenance and repair of existing infrastructure with the coastal environment) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P14	KiwiRail Holdings Limited	408.51	Support	Supports providing for the operation, maintenance, repair and upgrading of existing infrastructure, and new infrastructure within the coastal environment. Parts of the rail network in Wellington City are within the coastal environment area.	Retain INF-CE-P14 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Royal Forest and Bird Protection Society	345.46	Support in part	Considers the policy needs to be extended to apply to any area of natural character in the coastal environment.	Amend INF-CE-P15 (Operation, maintenance, and repair of existing infrastructure within the coastal environment) to apply to any area of natural character in the coastal environment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Waka Kotahi	370.95	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P15 (Operation, maintenance and repair of existing infrastructure within the coastal environment: - Within high coastal natural character areas) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P15	Director-General of Conservation	385.18	Support	Supports proposed Policy INF-CE-P15 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within high coastal natural character areas).	Retain policy INF-CE-P15 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within high coastal natural character areas) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Yvonne Weeber	340.18	Amend	Considers INF-CE-P16 should be amended to include the maintenance and restoration of the natural character and avoid any significant adverse effects on the natural character in the same way as INF-CE-P19.	Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) as follows:  - Within coastal and riparian margins.  Allow for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones- <u>where:</u>  <u>1. Related earthworks are of a scale that consider the maintenance and restoration the natural character; and</u> <u>2. Any significant adverse effects on the natural character are avoided and any other adverse effects on the natural character are avoided, remedied or mitigated.</u> <u>3. Any significant adverse effects on the natryal character are avoided and any adverse effects on the natural character are avoided, remedied or mitigated.</u>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Royal Forest and Bird Protection Society	345.47	Oppose in part	Considers this policy does not give effect to policy 13 of NZCPS.	Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) to require protection of natural character regardless of zoning.

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Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Waka Kotahi	370.96	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: - Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Director-General of Conservation	385.19	Support	Supports proposed Policy INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins).	Retain policy INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	CentrePort Limited	402.59	Support	Support the intent of this policy.	Retain INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Wellington International Airport Ltd	406.112	Support in part	Supports INF-CE-P16 in part.	[Not specified]
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Wellington International Airport Ltd	406.113	Amend	Supports this policy in part as relates to activities within the coastal environment that are not otherwise managed in the general infrastructure provisions.  Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]	Amend INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones) as follows:  Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, <del>and</del> Port Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point:</u>  ...  Allow for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport, <del>and</del> Port Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point Road.</u>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Wellington International Airport Ltd	406.114	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning, therefore consequential changes may be required to this policy to address the zoning of the site.  [See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]	If amendments are not made to INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones):  Seeks amendment to have relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	KiwiRail Holdings Limited	408.52	Support	Supports policy that allows for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment. The railyard area, ferry terminal and Wairarapa Line are adjacent to the Wellington Harbour and therefore parts of the network are within the coastal margin.	Retain INF-CE-P16 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Airport and Port Zones: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P16	Guardians of the Bays	452.17	Amend	Considers an amendment is required to include the maintenance and restoration of the natural character and avoid any significant adverse effects on the natural character in the same way as INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve).	Amend INF-CE-P16 as follows: Add at the end of the policy: <u>where:</u> <u>1. Related earthworks are of a scale that consider the maintenance and restoration the natural character; and</u> <u>2. Any significant adverse effects on the natural character are avoided and any other adverse effects on the natural character are avoided, remedied or mitigated</u>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Royal Forest and Bird Protection Society	345.48	Support	Supports the policy.	Retain INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Waka Kotahi	370.97	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: - Within coastal and riparian margins) as notified.

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Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Director-General of Conservation	385.20	Support	Supports proposed Policy INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: Within coastal and riparian margins).	Retain policy INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Wellington International Airport Ltd	406.115	Oppose in part	Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point.  [See paragraphs 4.40 to 4.45 of original submission for full reason]	Opposes INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Wellington International Airport Ltd	406.116	Amend	Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point.  [See paragraphs 4.40 to 4.45 of original submission for full reason]	Amend INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones) as follows:  Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones <u>excluding the area located between Lyall Bay and Moa Point</u> :  • Within coastal and riparian margins.  Provide for the operation, maintenance and repair of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Rural Zone and Open Space and Recreation Zones <u>excluding the area located between Lyall Bay and Moa Point</u> , where:  1. ....
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	Wellington International Airport Ltd	406.117	Amend	Opposes INF-CE-P17 to the extent that it places an unduly onerous constraint on the use of the highly modified area of Natural Open Space zone between Lyall Bay and Moa Point.  [See paragraphs 4.40 to 4.45 of original submission for full reason]	Delete INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones).
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P17	KiwiRail Holdings Limited	408.53	Support	Supports policy that allows for the operation, maintenance and repair of existing infrastructure within areas of coastal margins and riparian margins in the coastal environment. The railyard area, ferry terminal and Wairarapa Line are adjacent to the Wellington Harbour and therefore parts of the network are within the coastal margin.	Retain INF-CE-P17 (Operation, maintenance and repair of existing infrastructure within the coastal environment in the Rural Zone and Open Space and Recreation Zones: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Royal Forest and Bird Protection Society	345.49	Oppose	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment) to give effect to policy 13 of the NZ Coastal Policy Statement.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Waka Kotahi	370.98	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Director-General of Conservation	385.21	Support	Supports proposed Policy INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins)	Retain policy INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	CentrePort Limited	402.60	Support	Support the intent of this policy.	Retain INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	Wellington International Airport Ltd	406.118	Oppose	Opposes this policy insofar as it encourages the duplication of controls within the coastal environment that can otherwise be managed by the general infrastructure provisions.  [See paragraphs 4.30 to 4.31 and 4.46 to 4.49 of original submission for full reason]	Delete INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment) in it's entirety.

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Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P18	KiwiRail Holdings Limited	408.54	Support	Supports policy that allows for upgrading of existing infrastructure within the coastal environment outside of high coastal natural character areas (noting there are none of these areas within the rail corridor) and coastal margins.	Retain INF-CE-P18 (Upgrading of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Royal Forest and Bird Protection Society	345.50	Oppose	Considers that while undergrounding may usually be preferable, a blanket 'allow' policy is inappropriate as it does not give direction to consider whether the effects are appropriate.	Amend INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve) to provide direction about acceptable effects of undergrounding.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Waka Kotahi	370.99	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve: - Within high coastal natural character areas.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P19	Director-General of Conservation	385.22	Support	Supports proposed Policy INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve: Within high coastal natural character areas)	Retain policy INF-CE-P19 (Upgrading of existing infrastructure within the coastal environment that is located underground or within an existing road reserve: Within high coastal natural character areas) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Royal Forest and Bird Protection Society	345.51	Support in part	Considers it appropriate to delete reference to operational need.	Amend INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve)  Within high coastal natural character areas. Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve within high coastal natural character areas where: 1. The activity is of a scale that maintains or restores the identified values described in SCHED13 or the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need <del>or operational need</del> for the activity to be undertaken inside a high coastal natural character areas.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Waka Kotahi	370.100	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve: - Within high coastal natural character areas.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P20	Director-General of Conservation	385.23	Support	Supports proposed Policy INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve: Within high coastal natural character areas).	Retain policy INF-CE-P20 (Upgrading of existing infrastructure within the coastal environment that is located aboveground and outside an existing road reserve: Within high coastal natural character areas) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Avryl Bramley	202.21	Oppose	Considers the policy too permissive.  Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Not specified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Royal Forest and Bird Protection Society	345.52	Oppose	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones) to give effect to policy 13 of the NZ Coastal Policy Statement.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Waka Kotahi	370.101	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: - Within coastal and riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Director-General of Conservation	385.24	Support	Supports proposed Policy INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: Within coastal and riparian margins).	Retain policy INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: Within coastal and riparian margins) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	CentrePort Limited	402.61	Support	Support the intent of this policy.	Retain INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Wellington International Airport Ltd	406.119	Support in part	For the reasons set out in paragraphs 4.11 to 4.15 of the covering submission, WIAL supports this policy in part.  Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for full reason]	Supports INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones) and seeks amendment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Wellington International Airport Ltd	406.120	Amend	For the reasons set out in paragraphs 4.11 to 4.15 of the covering submission, WIAL supports this policy in part.  Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for full reason]	Amend INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones) as follows:  Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones:  • Within coastal and riparian margins.  Allow for the upgrading of existing infrastructure within coastal margins and riparian margins in the coastal environment in the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, <del>and</del> Special Purpose Zones and the area of Natural Open Space Zone located between Lyall Bay and Moa Point Road.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Wellington International Airport Ltd	406.121	Amend	For the reasons set out in paragraphs 4.11 to 4.15 of the covering submission, WIAL supports this policy in part.  Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for full reason]	Delete INF-CE-P21 (Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones).
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P21	Wellington International Airport Ltd	406.122	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site.  [See paragraphs 4.11 to 4.15 of original submission for full reason]	If amendments are not made to INF-CE-P21 Upgrading of existing infrastructure within the coastal environment of the Residential Zones, Commercial and Mixed Use Zones, Industrial Zones and Special Purpose Zones):  Seeks amendment to have relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Royal Forest and Bird Protection Society	345.53	Oppose	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve) to give effect to policy 13 of the NZ Coastal Policy Statement.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Waka Kotahi	370.102	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: - Within coastal and riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	Director-General of Conservation	385.25	Support	Supports proposed Policy INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: Within coastal and riparian margins).	Retain policy INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: Within coastal and riparian margins) as notified.



Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P22	KiwiRail Holdings Limited	408.55	Support	Supports recognition that there are specific circumstances in which the upgrade of existing infrastructure may be appropriate within coastal margins. In particular, KiwiRail support that these policies link to functional and operational needs.	Retain INF-CE-P22 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located underground or within an existing road reserve: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Royal Forest and Bird Protection Society	345.54	Support in part	Considers it appropriate to delete reference to operational need.	Amend INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve):  Within coastal and riparian margins. Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve in the Rural Zone and Open Space and Recreation Zones within riparian margins and coastal margins in the coastal environment where: 1. The activity is of a scale that maintains or restores the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need <del>or operational need</del> for the activity to be undertaken within coastal margins or riparian margins in the coastal environment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Waka Kotahi	370.103	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve: - Within coastal and riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Director-General of Conservation	385.26	Support	Supports proposed Policy INF-CE-P23 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins).	Retain policy INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve: Within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Wellington International Airport Ltd	406.123	Support in part	Supports INF-CE-P23	Retain INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve) with amendment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Wellington International Airport Ltd	406.124	Amend	Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for full reason]	Amend INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve) as follows:  Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones <u>(excluding the area located between Lyall Bay and Moa Point)</u> that is located aboveground and outside an existing road reserve:  Only allow for the upgrading of existing infrastructure that is located above ground and outside an existing road reserve in the Rural Zone and Open Space and Recreation Zones <u>(excluding the area located between Lyall Bay and Moa Point)</u> within riparian margins and coastal margins in the coastal environment where:  ...
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Wellington International Airport Ltd	406.125	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site.	If amendments are not made to INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve):  Seeks amendment to have relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	Wellington International Airport Ltd	406.126	Amend	[See paragraphs 4.11 to 4.15 of original submission for full reason]	Delete INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve).
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P23	KiwiRail Holdings Limited	408.56	Support	Supports recognition that there are specific circumstances in which the upgrade of existing infrastructure may be appropriate within coastal margins. In particular, KiwiRail support that these policies link to functional and operational needs.	Retain INF-CE-P23 (Upgrading of existing infrastructure within the coastal environment of the Rural Zone and Open Space and Recreation Zones that is located aboveground and outside an existing road reserve: Within coastal and riparian margins) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Avryl Bramley	202.22	Oppose	Considers the policy too permissive.  Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Not specified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Royal Forest and Bird Protection Society	345.55	Not specified	Considers the policy does not direction as to the management of effects and does not give effect to policy 13 NZCPS.	Amend INF-CE-P24 (New infrastructure within the coastal environment) to give effect to policy 13 of the NZ Coastal Policy Statement.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Greater Wellington Regional Council	351.91	Oppose in part	Considers that the New Zealand Coastal Policy Statement (NZCPS) Policy 13(1)(a) requires that for areas of outstanding natural character, adverse effects are avoided. NZCPS Policy 13(1)(b) requires that for natural character in all other areas of the coastal environment, significant adverse effects are avoided, and all other adverse effects are avoided, remedied or mitigated.	Retain provision, subject to amendments, as outlined other submission points.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Greater Wellington Regional Council	351.92	Amend	Considers that In order to give effect to Policy 13 of the NZCPS and to achieve the outcomes sought by CE-O1, the wording of this policy needs to be strengthened to apply to all other areas of the coastal environment.	Seeks to Amend INF-CE-P24 (New infrastructure within the coastal environment) as follows:  New infrastructure within the coastal environment: <del>▲ Outside of high coastal natural character areas; and</del> <del>▲ Outside of coastal and riparian margins.</del> <u>Allow for new infrastructure within the coastal environment where it is located outside of high coastal natural character areas and outside of coastal margins and riparian margins. Only allow for new infrastructure in the coastal environment where any significant adverse effects on natural character are avoided and other adverse effects on natural character are avoided, remedied or mitigated.</u>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Waka Kotahi	370.104	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P24 (New infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Director-General of Conservation	385.27	Support	Supports proposed Policy INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins).	Retain policy INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	CentrePort Limited	402.62	Support	Support the intent of this policy.	Retain INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	Wellington International Airport Ltd	406.127	Oppose	Opposes this policy insofar as it encourages the duplication of controls within the coastal environment that can otherwise be managed by the general infrastructure provisions.  [See paragraphs 4.30 to 4.31 and 4.47 to 4.48 of original submission for full reason]	Delete INF-CE-P24 (New infrastructure within the coastal environment) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P24	KiwiRail Holdings Limited	408.57	Support	Supports recognition that there are specific circumstances in which new infrastructure may be appropriate within coastal margins, is supported. In particular, KiwiRail support that these policies link to functional and operational needs of infrastructure.	Retain INF-CE-P24 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Royal Forest and Bird Protection Society	345.56	Support in part	Considers it appropriate to delete reference to "identified" values and operational need.	Amend INF-CE-P25 (New infrastructure within the coastal environment):  Within high coastal natural character areas; or within coastal and riparian margins. Only allow for new infrastructure within high coastal natural character areas and within coastal margins and riparian margins in the coastal environment, where: 1. The activity is of a scale that maintains or restores the <del>identified</del> values described in SCHED12 or the natural character; 2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional <del>or operational need</del> for the activity to be undertaken within these areas.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Greater Wellington Regional Council	351.93	Oppose	Considers that the distinction between INF-CE-P24 and INF-CE-P25 is unnecessary and should be replaced with one policy that applies to the coastal environment.  Further, it should be noted that providing for the functional need and operational requirement is in regard to the CMA in isolation as opposed to the terrestrial area (see NZCPS Policy 6(e)) and therefore Greater Wellington does not request this provision to be included in the provision for new infrastructure in the coastal environment.	Delete INF-CE-P25 (New infrastructure within the coastal environment: ...) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Waka Kotahi	370.105	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-P25 (New infrastructure within the coastal environment: - Within high coastal natural character areas; or within coastal and riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Director-General of Conservation	385.28	Support	Supports proposed Policy INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins).	Retain policy INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	CentrePort Limited	402.63	Support in part	Considers that the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Retain INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins), with amendment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	CentrePort Limited	402.64	Amend	Considers that the term functional and operational need of infrastructure is not in alignment with the terminology of the Proposed Natural Resources Plan that utilises the terms functional need and operational requirement.	Amend INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as follows:  ... 3. There is a functional <u>need</u> or operational <u>need requirement</u> for the activity to be undertaken within these areas.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Wellington International Airport Ltd	406.128	Oppose	Opposes INF-CE-P25.  Considers that the policy goes further than the NZCPS which requires the avoidance of significant adverse effects and the avoidance, remediation and mitigation of other effects on natural character, natural features and landscapes. Amendments are proposed to the policy which therefore bring the policy into line with the NZCPS.  [See paragraphs 4.46 to 4.49 of original submission for full reason]	Delete INF-CE-P25 (New infrastructure within the coastal environment) in it's entirety.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	Wellington International Airport Ltd	406.129	Amend	<p>Opposes INF-CE-P25.</p> <p>Considers that the policy goes further than the NZCPS which requires the avoidance of significant adverse effects and the avoidance, remediation and mitigation of other effects on natural character, natural features and landscapes. Amendments are proposed to the policy which therefore bring the policy into line with the NZCPS.</p> <p>[See paragraphs 4.46 to 4.49 of original submission for full reason]</p>	<p>If INF-CE-P25 (New infrastructure within the coastal environment) is not deleted, amend as follows:</p> <p>INF-CE-P25 New infrastructure within the coastal environment:</p> <p>...</p> <p>2. Any significant adverse effects are avoided and any other adverse effects are avoided, remedied or mitigated <u>on natural character and natural features and landscapes</u>; and</p> <p>...</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P25	KiwiRail Holdings Limited	408.58	Support	<p>Supports recognition that there are specific circumstances in which new infrastructure may be appropriate within coastal margins, is supported. In particular, KiwiRail support that these policies link to functional and operational needs of infrastructure.</p>	<p>Retain INF-CE-P25 (New infrastructure within the coastal environment: Within high coastal natural character areas; or within coastal and riparian margins) as notified.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P26	Transpower New Zealand Limited	315.94	Amend	<p>Considers that Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines.</p> <p>Considers the existing assets are regulated by the designations and the NESETA, noting that s43D RMA prescribes the relationship between designations and the NESETA. Policy P26 relates to existing National Grid assets within the Coastal Environment, and recognises the existing assets. The policy approach within P26 is supported and gives effect to Policies 2 and 5 of the NPSET. A minor amendment is sought to include “minor upgrade”, in recognition of the existing assets. A minor upgrade may be something like increasing the height of a pole support structure, or moving the same dimensioned pole within 5m of its existing location, or adding on an additional insulator.</p>	<p>Option 1: Retain INF-CE-P26 (Operation, maintenance and repair of existing National Grid (NG) &amp; Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) with an amendment as follows:</p> <p>INF-CE-P26 Operation, maintenance, <del>and</del> repair and <u>minor upgrade</u> of existing National Grid (NG) &amp; Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment</p> <p>Allow for the operation, maintenance, repair <u>and minor upgrade</u> of existing National Grid (NG) &amp; Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P27	Transpower New Zealand Limited	315.95	Support	<p>Considers Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines. Both the Oteranga Bay (designation TPR4) and Te Hikowhenua Shore Electrode Station (designation TPR5) are within areas of “High Coastal Natural Character” noting there are no existing assets within the identified “High Coastal Natural Character” outside the designations. Transpower has no existing assets in area of “Very High Coastal Natural Character”.</p> <p>Considers that while Transpower’s assets in high coastal natural character areas and potentially the coastal margin are within the designations, given the relationship between designations and the NESETA (as prescribed by s43D of the RMA), works to the existing lines and cables within the designation subject to the NESETA, and that that trigger consent under the NESETA, would be subject to the PDP policies. Considers as such P27 and P28 have implications for Transpower. Transpower supports P27 noting that while the coastal margin is defined, given the CMA line is not identified, it is not clear where the 10m margin area is located. This is particularly the case for more dynamic coastal environments where the CMA is not readily identifiable. Given the policy implications of defining the coastal margin, considers clarity is required (and sought in the submission to the definition) as to the physical application of the defined Coastal margin to enable efficient and effective plan implementation.</p>	<p>Retain INF-CE-P27 (Upgrading of existing National Grid (ND) &amp; Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment...) as notified.</p> <p>[And, as sought in another submission point, clearly identify the coastal margin]</p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P28	Transpower New Zealand Limited	315.96	Amend	Considers that Transpower has existing assets within the coastal environment, including the Kaiwharawhara Supply Point substation (designation TPR6) and underground cable, Oteranga Bay (designation TPR4) and associated lines, and Te Hikowhenua Shore Electrode Station (designation TPR5) and associated lines. Both the Oteranga Bay (designation TPR4) and Te Hikowhenua Shore Electrode Station (designation TPR5) are within areas of "High Coastal Natural Character" and there are no existing assets within the identified "High Coastal Natural Character" outside the designations. Transpower has no existing assets in area of "Very High Coastal Natural Character". Given the nature of the existing assets (which at Oteranga Bay are underground within the coastal margin and the High Natural Character Area and at Te Hikowhenua, are underground in the coastal margin and a single line for a small portion in the High Natural Character Area), that they are designated, and that the policy is specific to upgrades which are provided for and regulated under the NESETA, Transpower is comfortable with the policy. However, it reserves its position depending on the outcome of other submission points and relief sought as many of the National Grid provisions cannot be considered in isolation. Some minor amendments are sought to reflect that the policy considerations relate to the upgrade, thereby recognising existing assets.	Amend INF-CE-P28 (Upgrading of existing National Grid (NG) infrastructure within the coastal environment:...) as follows:  INF-CE-P28 Upgrading of existing National Grid (NG) infrastructure within the coastal environment: • Within high coastal natural character areas; or • Within coastal and riparian margins.  Provide for the upgrading of existing National Grid (NG) infrastructure within high coastal natural character areas or within coastal margins and riparian margins in the coastal environment where: 1. The <u>upgrade</u> activity is of a scale that maintains or restores the identified values described in SCHED12 for natural character; 2. Any significant adverse effects of <u>the upgrade</u> are avoided and any other adverse effects are avoided, remedied or mitigated; and 3. There is a functional need or an operational need for the activity to be undertaken inside a high coastal natural character areas or within coastal margins or riparian margins in the coastal environment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P30	Avryl Bramley	202.23	Amend	Considers the rule too permissive.  Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Amend INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) so that it is not a permitted activity and that notification is mandatory.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P31	Avryl Bramley	202.24	Amend	Considers the rule too permissive.  Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.	Amend INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) so that it is not a permitted activity and that notification is mandatory.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P31	Transpower New Zealand Limited	315.97	Support	[No specific reason provided beyond decision requested - refer to original submission]	Retain INF-CE-P31 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-P32	Transpower New Zealand Limited	315.98	Oppose	<p>Opposes INF-CE-P32 and proposes an amended policy framework specific to the National Grid.</p> <p>Considers that the policy does not give effect to the NPS-ET (noting the NPS-ET also applies to the coastal environment) in that:</p> <ul style="list-style-type: none"> <li>- The directive wording “only allow’ within the policy does not reflect the enabling wording used in the NPS-ET.</li> <li>- The NPS-ET does not require that natural character be maintained or restored. Rather Policy 8 of the NPS-ET requires a ‘seek to avoid’ approach with policies 3 and 4 prescribing the matters to consider and have regard to.</li> <li>- The NPS-ET does not require significant adverse effects be avoided, rather policy 8 prescribes a seek to avoid approach.</li> </ul> <p>It is also noted that although the National Grid is recognised of national significance within the NPS-ET (being a higher order policy document) it is afforded the exact same policy framework as other infrastructure (as provided in INF-CE P25). This further reinforces Transpower’s concerns the PDP does not give effect to the NPS-ET.</p>	<p>Delete INF-CE-P32 (New National Grid (NG) &amp; Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment) in its entirety.</p> <p>[And add a new National Grid specific policy as per separate submission point]</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Waka Kotahi	370.106	Support	<p>These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.</p>	<p>Retain INF-CE-R27 Operation, maintenance, repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> <li>- Outside of high coastal natural character areas; and</li> <li>- Outside of coastal and riparian margins.) as notified.</li> </ul>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	CentrePort Limited	402.65	Support	<p>Support the intent of this policy.</p>	<p>Retain INF-CE-R27 (Operation, maintenance, repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	Wellington International Airport Ltd	406.130	Oppose	<p>Opposes INF-CE-P27.</p> <p>[See paragraphs 4.30 to 4.31 and 4.47 and 4.47 and 4.48 of original submission for full reason]</p>	<p>Delete INF-CE-R27 (Operation, maintenance, repair of existing infrastructure within the coastal environment) in its entirety.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R27	KiwiRail Holdings Limited	408.59	Support	<p>Supports that the operation, maintenance and repair of existing infrastructure is provided for as a permitted activity in the coastal environment, outside of coastal margins.</p>	<p>Retain INF-CE-R27 (Operation, maintenance, repair of existing infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R28	Waka Kotahi	370.107	Support	<p>These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.</p>	<p>Retain INF-CE-R28 (Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> <li>- Within high coastal natural character areas.) as notified.</li> </ul>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Avryl Bramley	202.25	Amend	<p>Considers the rule too permissive.</p> <p>Access to the coastline is highly prized even rocky outcrops and small beaches. We have already have the Oriental Bay to Kilbirnie cycleway where concrete has been poured and fencing erected eradicating a number of small waterside enclaves and denying access to the water.</p>	<p>Amend INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within coastal or riparian margins) so that it is not a permitted activity and that notification is mandatory.</p>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Waka Kotahi	370.108	Support	<p>These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.</p>	<p>Retain INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment:</p> <ul style="list-style-type: none"> <li>- Within coastal or riparian margins.) as notified.</li> </ul>
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	CentrePort Limited	402.66	Support	<p>Support the intent of this policy.</p>	<p>Retain INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.</p>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Wellington International Airport Ltd	406.131	Support in part	Supports INF-CE-P29 in part.  Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for further detail]	Not specified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Wellington International Airport Ltd	406.132	Amend	Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for further detail]	Amend INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) as follows:  INF-CE-R29 Operation, maintenance and repair of existing infrastructure within the coastal environment:  • Within coastal or riparian margins.  <u>Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones, and the area of Natural Open Space Zone located between Lyall Bay and Moa Point</u>  1. Activity Status: Permitted  <u>Rural Zones, Open Space and Recreation Zones (excluding the area between Lyall Bay and Moa Point)</u>  2. Activity Status: Permitted Where: a. Compliance is achieved with INF-S3.  <u>Rural Zones, Open Space and Recreation Zones (excluding the area between Lyall Bay and Moa Point)</u>  ...
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Wellington International Airport Ltd	406.133	Amend	Considers that that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is and used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraphs 4.11 to 4.15 of original submission for further detail]	Delete INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	Wellington International Airport Ltd	406.134	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the covering submission), therefore consequential changes may be required to this policy to address the zoning of the site.  [See paragraphs 4.11 to 4.15 of original submission for further detail]	If INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) is not amended:  Seeks that INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment) is amended to give relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R29	KiwiRail Holdings Limited	408.60	Support	Supports that the operation, maintenance and repair of existing infrastructure is provided for as a permitted activity within coastal margins, subject to standards.	Retain INF-CE-R29 (Operation, maintenance and repair of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	Waka Kotahi	370.109	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins.) as notified.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	CentrePort Limited	402.67	Support	Support the intent of this policy.	Retain INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	Wellington International Airport Ltd	406.135	Oppose	Opposes INF-CE-R30. [See paragraph 4.30 to 4.31 and 4.47 to 4.48 of original submission for full reason]	Delete INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R30	KiwiRail Holdings Limited	408.61	Support	Supports the permitted activity status of upgrading existing infrastructure within the coastal environment.	Retain INF-CE-R30 (Upgrading of existing infrastructure and new infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Waka Kotahi	370.110	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: - Within coastal or riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	CentrePort Limited	402.68	Support	Support the intent of this policy.	Retain INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Wellington International Airport Ltd	406.136	Support in part	Supports INF-CE-R31 in part.  Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraph 4.11 to 4.15 of original submission for full reason]	Supports INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) in part and seeks amendment.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Wellington International Airport Ltd	406.137	Amend	Supports INF-CE-R31 in part.  Considers that this provision also needs to include the area of Natural Open Space zoned land, between Lyall Bay and Moa Point, which is highly modified and is used by WIAL for a range of ancillary airport activities (such as navigational aids and meteorological equipment).  [See paragraph 4.11 to 4.15 of original submission for full reason]	Amend INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) as follows:  ...  Residential Zones, Commercial and Mixed Use Zones, Industrial Zones, Special Purpose Zones <u>and the area of Natural Open Space Zone located between Lyall Bay and Moa Point.</u>  ...  Rural Zones, Open Space and Recreation Zones ( <u>excluding the area between Lyall Bay and Moa Point</u> )  ...  Rural Zones, Open Space and Recreation Zones ( <u>excluding the area between Lyall Bay and Moa Point</u> )  ...
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Wellington International Airport Ltd	406.138	Amend	[See paragraph 4.11 to 4.15 of original submission for full reason]	Delete INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	Wellington International Airport Ltd	406.139	Amend	Submitter also has a submission filed with respect to the appropriateness of this zoning (refer to paragraphs 4.40 to 4.45 of the original submission), therefore consequential changes may be required to this policy to address the zoning of the site.  [See paragraph 4.40 to 4.45 of original submission for full reason]	If INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) is not amended:  Seeks that INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment) is amended to give relief to a similar effect if the area of Natural Open Space zoned land is rezoned to an alternative zoning.



Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R31	KiwiRail Holdings Limited	408.62	Support	Supports the permitted activity status of upgrading existing infrastructure within coastal margins, subject to standards.	Retain INF-CE-R31 (Upgrading of existing infrastructure within the coastal environment: Within coastal or riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R32	Waka Kotahi	370.111	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R32 (Upgrading of existing infrastructure within the coastal environment: - Within high coastal natural character areas.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Waka Kotahi	370.112	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R33 (New infrastructure within the coastal environment: - Outside of high coastal natural character areas; and - Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	CentrePort Limited	402.69	Support	Support the intent of this policy.	Retain INF-CE-R33 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	Wellington International Airport Ltd	406.140	Oppose	Opposes INF-CE-R33.  [See paragraph 4.30 to 4.31, 4.47 - 4.48 of original submission for full reason]	Delete INF-CE-R33 (new infrastructure within the coastal environment) in its entirety.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R33	KiwiRail Holdings Limited	408.63	Support	Supports that new infrastructure is provided for as a permitted activity in the coastal environment, outside of coastal margins.	Retain INF-CE-R33 (New infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal and riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Waka Kotahi	370.113	Support	These provisions provide clear guidance in how to balance different interests where infrastructure overlaps with other areas and values.	Retain INF-CE-R34 (New infrastructure within the coastal environment: - Within high coastal natural character areas; or - Within coastal or riparian margins.) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	CentrePort Limited	402.70	Support	Support the intent of this policy.	Retain INF-CE-R34 (New infrastructure within the coastal environment: Within high coastal natural character areas; or Within coastal or riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Wellington International Airport Ltd	406.141	Oppose	Opposes INF-CE-R34.  Considers that a discretionary activity is unduly onerous and notes that the rationale for establishing rules within "coastal margins" is premised on Policy 6(1)(i) of the NZCPS. There are other limbs within Policy 6 that need to be considered. A restricted discretionary activity achieves a greater balancing of these provisions.  Policy INF-CE-P25 also identifies specific controls on when infrastructure should be allowed within these areas. These matters better lend themselves to a restricted discretionary activity status.  [See paragraph 4.46 - 4.49 of original submission for full reason]	Opposes INF-CE-R34 (New infrastructure within the coastal environment).
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	Wellington International Airport Ltd	406.142	Amend	Opposes INF-CE-R34.  Considers that a discretionary activity is unduly onerous and notes that the rationale for establishing rules within "coastal margins" is premised on Policy 6(1)(i) of the NZCPS. There are other limbs within Policy 6 that need to be considered. A restricted discretionary activity achieves a greater balancing of these provisions.  Policy INF-CE-P25 also identifies specific controls on when infrastructure should be allowed within these areas. These matters better lend themselves to a restricted discretionary activity status.  [See paragraph 4.46 - 4.49 of original submission for full reason]	Amend INF-CE-R34 (New infrastructure within the coastal environment) as follows:  New infrastructure within the coastal environment: <ul style="list-style-type: none"><li>• Within high coastal natural character areas; or</li><li>• Within coastal or riparian margins</li></ul> All Zones:  Activity Status: <u>Restricted</u> Discretionary  <u>Matters of discretion are:</u> <u>1. The matters in INF-P6 and INF-P25.</u>

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R34	KiwiRail Holdings Limited	408.64	Support	Supports that new infrastructure is provided for as a permitted activity within coastal margins, subject to standards.	Retain INF-CE-R34 (New infrastructure within the coastal environment: Within high coastal natural character areas; or Within coastal or riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R35	Avryl Bramley	202.26	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R35 (Operation, maintenance, repair of existing National Grid) to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R35	Transpower New Zealand Limited	315.99	Amend	<p>Considers that while the rule and activity status are supported, specific to the National Grid, the existing designations, and the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, R35 for existing National Grid infrastructure (that are otherwise captured by the NESETA and the existing designations) is of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.</p>	Seeks to delete reference to the National Grid within INF-CE-R35 (Operation, maintenance, repair of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment)
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R36	Avryl Bramley	202.27	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R36 (Gas transmission pipeline corridor)to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R36	Transpower New Zealand Limited	315.100	Amend	<p>Considers that while the rule and activity status are supported, specific to the National Grid, the existing designations, and the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, R36 for existing National Grid infrastructure (that are otherwise captured by the NESETA and the existing designations) is of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.</p>	Seeks to delete reference to the National Grid within INF-CE-R36 (Upgrading of existing National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure: outside of high...)
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R37	Avryl Bramley	202.28	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R37 (Coastal Environment upgrades) to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R37	Transpower New Zealand Limited	315.101	Oppose	<p>Considers while the rule and activity status are supported, specific to the National Grid, the existing designations, and the NESETA provides prevailing provisions for maintenance, reconductoring, increasing voltage, structure addition or replacement, and removal, for the National Grid. On this basis, R37 for existing National Grid infrastructure (that are otherwise captured by the NESETA and the existing designations) is of no relevance to Transpower in respect of rule application and only adds confusion and potential errors in the application of rules.</p>	Delete Rule INF-CE-R37 (Upgrading of existing National Grid (NG) infrastructure within the coastal environment: within high coastal natural character areas; or within coastal or riparian margins) in its entirety.

Sub-part / Chapter / Provision	Submitter Name	Sub No / Point No	Position	Summary of Submission	Decisions Requested
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R38	Avryl Bramley	202.29	Amend	<p>Considers that Gas and electric reticulation are treated the same and Gas will be phased out by 2040.</p> <p>Without stricter rules surrounding these, run the risk of the Gas companies undertaking unnecessary repairs or renewals and then attempting to be recompensated for stranded assets by consumers.</p> <p>[Refer to original submission for full reason]</p>	Amend INF-CE-R38 (Gas transmission pipeline corridor) to have controls on gas company activity to ensure that only maintenance necessary to keep the network functioning at a minimal level until final phase out is permitted.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R39	Transpower New Zealand Limited	315.102	Support	Considers the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the permitted rule, noting that other applicable INF chapter rules would apply.	Retain INF-CE-R39 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment: Outside of high coastal natural character areas; and Outside of coastal or riparian margins) as notified.
Energy Infrastructure and Transport / Infrastructure Coastal Environment / INF-CE-R40	Transpower New Zealand Limited	315.103	Support	Considers the NESETA does not apply to new National Grid assets. On this basis, Transpower supports the default discretionary activity rule as it provides a robust consenting framework whilst still recognising the national significance of the National Grid.	Retain INF-CE-R40 (New National Grid (NG) & Gas Transmission Pipeline Corridor (GTPC) infrastructure within the coastal environment: Within high coastal natural character areas; or Within coastal or riparian margins) as notified